

COUNTRY	East Germany	REPORT NO.	
TOPIC	Finow Airfield		25X1A
EVALUATION	see below	PLACE OBTAINED	25X1A
DATE OF CONTENT	20 September to 18 October 1952		
DATE OBTAINED	25X1	DATE PREPARED	21 November 1952
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	
REMARKS			

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SOURCE 25X1X

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1. Air activity observed at Finow airfield from 23 September through 15 October 1952 included:
 - 23 September. There was no flying. The weather was rainy.
 - 24 September. At 3:30 p.m., three MiG-15s took off in quick succession and headed west at an altitude of about 400 meters. At 4:05 p.m., four MiG-15s, which had arrived from the east, landed at the field. Individual MiG-15 and type-29 aircraft practiced flying from 5 to 6 p.m. The weather was overcast, visibility poor.
 - 26 September. From 8:30 a.m. to 6 p.m., there was continuous flying by swept-back jet fighters. Individual take-offs and take-offs in groups of two were practiced from 2 to 6 p.m. At 4:10 p.m. source counted 28 MiG-15 or type-29 planes and a single-engine plane; an additional estimated 10 swept-back jet fighters were observed. The weather was very cloudy, and visibility was about 2,000 meters.
 - 27 September. From 7:15 a.m. to 2 p.m., individual swept-back jet fighters took off at intervals of some minutes and assembled into formations of four planes each. Up to 12 planes were involved in these practices. The planes also flew in formation over Finow. There was a closed ceiling, and visibility was about 1,500 meters.
 - 28 September. There was no flying.
 - 29 September. From 8:30 a.m. to 5:30 p.m., individual planes took-off in quick succession, assembling into formations of four. The planes later approached the field from the east and landed after circling over the installation. Other swept-back jet fighters practiced approaching sleeve targets, from elevated positions to the rear of the target, diving at an angle of about 30 degrees and then pulling out in a steep left-hand curve. No firing was observed.
 - 30 September. There was flying between 9 a.m. and 1:30 p.m.
 - 3 October. Between 9 a.m. and 2 p.m., individual swept-back jet fighters took off at intervals of about 25 minutes. Shortly after taking off, the planes would disappear in the clouds, which were at a low altitude. At 5:45 p.m., two swept-back

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jet fighters took off. Their return to the field was not observed.

4 October. From 8:30 a.m. to 1 p.m., individual take-offs were practiced by swept-back jet fighters.

5 October. There was no flying on Sunday.

6 October. There was no flying before 5 p.m. From 5 to 9 p.m., individual take-offs were practiced at short intervals. The planes would stay aloft for six to eight minutes. Transmissions of the PKV-45 DF station were heard.

7 October. There was no flying.

8 October. Between 9:45 and 10:15 a.m., two MiG-15s took off for about eight-minute flight. From noon to 4 p.m., take-offs were continuously practiced by swept-back jet fighters, up to four of them taking off in rapid succession. The planes headed north and quickly disappeared out of sight. They would return from the east. At 4:40 p.m., 11 MiG-15 or type-29 planes took off and assembled into two formations of four headed by a formation of three. At 4:50 p.m., eight MiG-15s took off and assembled into two formations of four. After flying a curve over the field, the planes headed west. All the planes were fitted with auxiliary fuel tanks. Source determined that the PKV-45 DF station was in operation. There was a closed ceiling, and visibility was about 2,000 meters.¹

9 October. From 9 a.m. to 5 p.m., there was flying by swept-back jet fighters fitted with auxiliary fuel tanks. Individual take-offs were practiced from 9 to 10:30 a.m. and flying in formations of four from 11 a.m. to 5 p.m. Firing was practiced by a formation of four planes in the Koethen-Dannenberg-Cersdorf area.

10 October. There was flying at the field from 9 a.m. to 9 p.m.

11 October. From 8 a.m. to 2:10 p.m., individual take-offs were practiced at intervals of up to 30 minutes. A total of 36 MiG-15 or type-29 planes, 10 single engine, low-wing monoplanes and a twin engine plane were counted, another estimated 10 swept-back jet fighters were also observed at the field. The four alert planes were parked in the northeastern corner of the field.

12 October. There was no flying. The PKV-45 DF station was in operation from 9 a.m. to 4 p.m. and from 5:30 to 7 p.m.

13 October. At 4:15 p.m., one jet bomber took off, circled over the field and then headed southwest. At 4:20 p.m., a twin-engine plane with windows on both sides of its fuselage landed. At 5 p.m., two MiG-15s marked by red Nos 2443 and 2475 took off. Ten minutes later, two MiG-15s took off, climbed to an altitude of 3,000 meters and then headed east. Flying discontinued at 5:30 p.m. The weather was cloudy, visibility about 3,000 meters.

14 October. There was flying by MiG-15 and type-29 planes from 1 to 5 p.m.

15 October. From 10 a.m. to 2 p.m., there was flying at the field. The individual planes headed southwest. Two individual flights were made from 5:30 to 5:40 p.m. Flying discontinued at 5:50 p.m.

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16 October. There was flying from 10 a.m. to 5 p.m. The planes headed east and returned from the same direction.²

2. AA guns of a caliber of 37-mm were seen in the southeastern corner of the field.³ Construction work on aircraft revetments continued on the southern border of the field and in its northeastern corner. In early October, aircraft crates were observed in the restricted area.

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4. At 5 p.m. on 3 October, source observed the field through a gap in the fence on Biesenthaler Strasse. He saw an alert flight of four MiG-15s and 27 MiG-15 or type-29 planes in addition to eight single-engine, low-wing monoplanes and a biplane at the northern edge of the installation; another estimated five swept-back jet fighters were also marked there.

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At 12:30 p.m. on 4 October, six MiG-15s were seen at the take-off point. As usual, the alert flight consisted of four MiG-15s. Twenty MiG-15 or type-29 planes and eight single-engine, low-wing monoplanes were counted at the northern edge of the installation; another estimated eight MiG-15 or type-29 planes were also observed there.²

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5. On 3 and 4 October, a Soviet guard was seen patrolling the gap in the fence on Biesenthaler Strasse and watching the pedestrians. Source learned from a local resident that she was stopped by two Soviet sentries on Biesenthaler Strasse, immediately south of the gap in the fence. The soldiers had come from the woods east of Biesenthaler Strasse. It was generally known among the local population that a Soviet officer and four EM repeatedly patrolled the southern edge of the field in a command car.

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6. Sand continued to be trucked to the southern edge of the field, where walls were being constructed. Between 11 and 16 October, six 37-mm guns were observed at the AA emplacement in the southeastern corner of the installation.³

7. On 14 and 16 October, there was night flying at the field. The runway lights were in operation when planes landed or took off. One rotating searchlight was in operation at the eastern perimeter of Finowfurth, another one probably west of the field.

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1. Comment. According to another source, aircraft of a fighter regiment from Finow and others from the fighter regiment in Neuruppin took part in a joint exercise on 9 October. It is believed that for this purpose the aircraft from Finow moved to some other airfields on 8 October.

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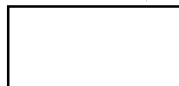
2. Comment. Two fighter regiments and the headquarters of a fighter division are stationed at Finow airfield. It appears noteworthy that flying was also conducted in relatively poor visibility. The observation that the aircraft almost

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always approach the field from the east indicates that in poor visibility
the planes approach the PKV-15 DT station before landing.

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25X1A 3.  Comment. The AA emplacement in the southeastern corner of the field
was reported previously. Six 37-mm AA guns are emplaced there.

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